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**Daniel McGaha** Digitally signed by Daniel McGaha  
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HDR ENGINEERING, INC.  
120 BRENTWOOD COMMONS WAY  
SUITE 525  
BRENTWOOD, TN 37027  
DANIEL K. MCGAHA, P.E. NO. 108037

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B, 2B1
GENERAL NOTES .....	2C
SPECIAL NOTES .....	2D, 2D1
ENVIRONMENTAL NOTES .....	2E
TABULATED QUANTITIES .....	2F
DETAIL SHEETS .....	2G2 – 2G7
UTILITY NOTES AND UTILITY OWNERS .....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL .....	T1

YEAR	PROJECT NO.	SHEET NO.
2026	16S055-S8-007	ROADWAY-SIGN 1

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Daniel McGaha** Digitally signed by Daniel McGaha  
Date: 2026.01.20 17:30:07-06'00'

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DANIEL K. MCGAHA, P.E. NO. 108037

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SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN2
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2

YEAR	PROJECT NO.	SHEET NO.
2026	16S055-S8-007	ROADWAY-SIGN 2

REV. 01-19-26 : ADDED SHEET.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET

Index Of Sheets  
SEE SHEET NO. 1A

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

**COFFEE COUNTY**

STATE ROUTE 55  
FROM NEAR SOUTH WASHINGTON ST.  
TO NORTH OF H.P WOMACK ROAD (GFT-26)

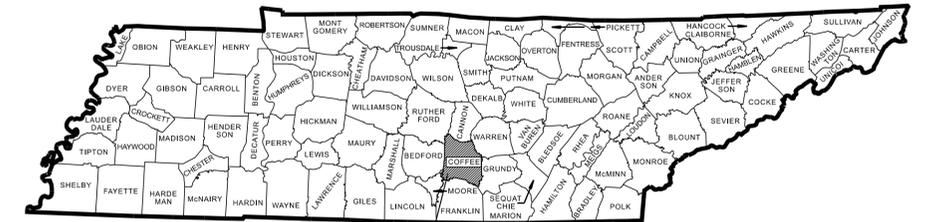
**RESURFACE**

MILL, 411D, INTELLIGENT COMPACTION, NIGHT WORK, & PAVEMENT MARKINGS

STATE HIGHWAY NO. 55 F.A.H.S. NO. N/A

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	16S055-S8-007	



PROJECT LOCATION  
BRIDGE ID. # 16SR0550005

END PROJECT NO. 16S055-S8-007 RESURFACE

NORTH OF H.P WOMACK ROAD (L.M. 7.35)

CANEY FORK AND WESTERN RAILROAD (CFWR)

AT GRADE CROSSING #349430D

H.P. WOMACK RD. @ L.M. 0.028

CFWR M.P. JB 0004.67

LAT: 35.3956200 LONG: -86.1440000

CANEY FORK AND WESTERN RAILROAD (CFWR)

AT GRADE CROSSING #349429J

INMAN CROSSING DR. @ L.M. 0.093

CFWR M.P. JB 0004.20

LAT: 35.3916700 LONG: -86.1505600

ARNOLD AIR FORCE BASE (AFBX) AT GRADE CROSSING #349572U

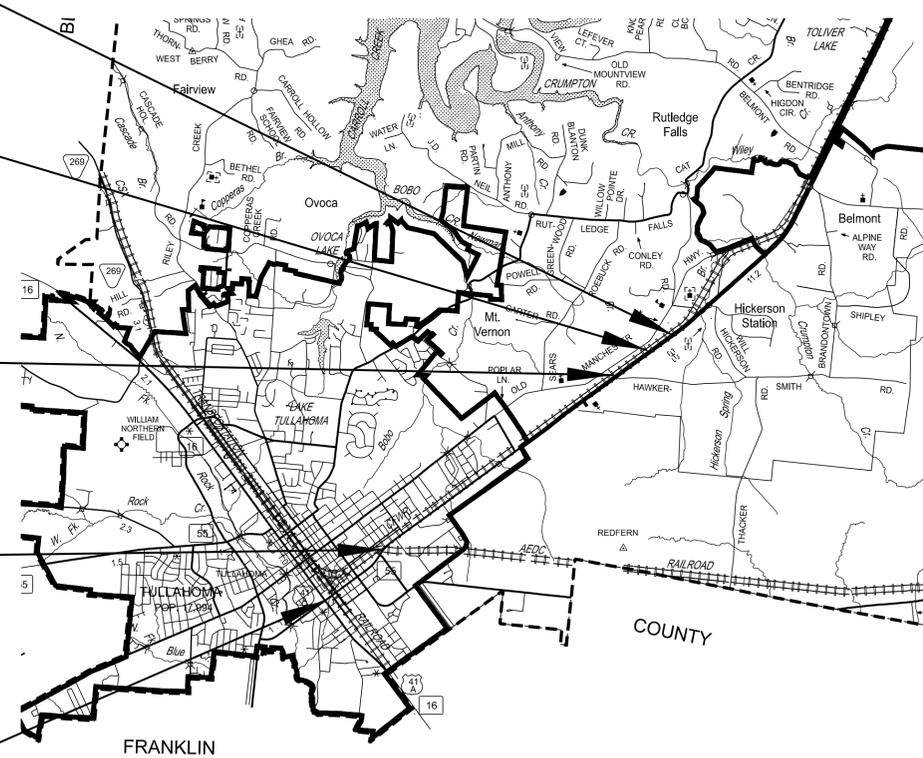
SR-55 @ L.M. 3.45

AFBX M.P. (0JB 0000.78)

LAT: 35.364047 LONG: -85.19495

BEGIN PROJECT NO. 16S055-S8-007 RESURFACE

NEAR SOUTH WASHINGTON ST. (L.M. 2.80)



NO EXCLUSIONS



APPROVED:   
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:   
WILL REID, COMMISSIONER

**SPECIAL NOTES**

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: ALLEN PETERFREUND, P.E.

DESIGN FIRM : HDR ENGINEERING, INC.

DESIGNER : DANIEL K. MCGAHA, P.E. CHECKED BY BEN KAUSS, P.E.

P.E. NO. 98023-4217-04 (DESIGN)

PIN NO. 132844.00

SCALE: 1"= 5280'



PROJECT LENGTH 4.55 MILES  
TOTAL LANE MILES RESURFACED 19.44 MILES

**TRAFFIC COUNTER, EMBEDDED DETECTION LOOPS & AUTOMATIC TRAFFIC READERS**

STATION LOCATION	LOG MILE
TC STATION 143	2.849
EDL #59 NB	5.020

**TRAFFIC DATA**

ADT (2026)	18,580
POSTED SPEED L.M. 2.80 - L.M. 3.03	30 MPH
POSTED SPEED L.M. 3.03 - L.M. 3.70	40 MPH
POSTED SPEED L.M. 3.70 - L.M. 7.35	55 MPH

# ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
SIGNATURE SHEETS.....	ROADWAY-SIGN2
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B, 2B1
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D, 2D1
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES .....	2F
DETAIL SHEETS .....	2G, 2G1 – 2G8
UTILITY NOTES, AND UTILITY OWNERS.....	3
RAILROAD AERIALS .....	4 - 6
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL .....	T1
NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.	
NO PROJECT COMMITMENTS ARE INCLUDED IN THIS SET OF PLANS.	

# STANDARD ROADWAY DRAWINGS

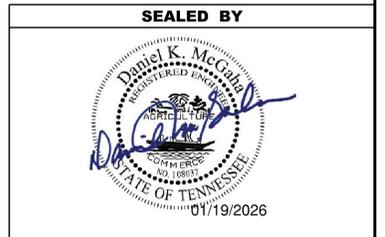
DWG.	REV.	DESCRIPTION
<b>10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS</b>		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
<b>10-107.00 MULTIMODAL</b>		
CR-GN-1		GENERAL NOTES CURB RAMP
CR-DWS-1		DETECTABLE WARNING SURFACE DETAIL
CR-CRT-1		CURB RAMP TYPES
CR-GTL-1		GUTTER TRANSITION LAYOUT
CR-GT-2		GUTTER TRANSITION LAYOUT
CR-10		PERPENDICULAR CURB RAMP
CR-30		CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING
CR-32		LOWERED CORNER RAMP
CR-40		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
CR-41		SINGLE CROSSING CURB RAMP IN CURVE

# STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
<b>10-200.00 SIGN</b>		
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-20	07-30-25	SIGN DETAILS
<b>10-201.00 SIGNALS</b>		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
<b>10-203.00 RAILROAD CROSSING</b>		
T-RR-1	12-05-25	CROSSBUCK ASSEMBLY FOR PASSIVE RAILROAD CROSSINGS
T-RR-2	12-05-25	GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS
T-RR-2A	12-05-25	GRADE CROSSING ADVANCE WARNING SIGN AND RR PAVEMENT MARKINGS
<b>10-204.00 DESIGN - TRAFFIC CONTROL</b>		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-55	03-26-25	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	1A

REV. 01-19-26 : ADDED SHEET ROADWAY-SIGN2 AND 2G8 TO INDEX.



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX,  
STANDARD ROADWAY  
DRAWINGS AND  
STANDARD TRAFFIC  
DESIGN DRAWINGS

### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			16S055-S8-007
(1)(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	16
(1)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	507
(3)(4)	307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	775
(5)	403-02.01 TRACKLESS TACK COAT	TON	92
	411-01.07 ACS MX (PG64-22) GRADING E SHOULDER	TON	3051
(6)(7)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	14
(8)	411-02.10 ACS MX(PG70-22) GRADING D	TON	10431
	411-12.02 SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	6
	411-12.04 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	8
(9)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	13944
(10)	604-10.01 CONCRETE REPAIRS	LS	1
(11)	611-09.01 ADJUSTMENT OF EXISTING CATCHBASIN	EACH	11
(12)	701-02.01 CONCRETE CURB RAMP (RETROFIT)	S.F.	2645
(13)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	27
	712-05.03 WARNING LIGHTS (TYPE C)	EACH	23
(14)	712-06 SIGNS (CONSTRUCTION)	S.F.	1769
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	25
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
(15)	713-02.21 SIGN POST DELINEATION ENHANCEMENT	L.F.	114
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(16)	713-16.05 RAILROAD CROSS-BUCK SIGN & SUPPORT	EACH	4
(17)	713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	4
(18)(19)	713-16.20 SIGNS (TRACKS OUT OF SERVICE, R8-9)	EACH	2
(18)	713-16.21 SIGNS (GRADE CROSSING ADVANCE WARNING SIGN, W10-2)	EACH	3
(18)	713-16.22 SIGNS (GRADE CROSSING ADVANCE WARNING SIGN, W10-3)	EACH	2
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	147
	716-01.22 SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	209
	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	519
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	893
(20)(21)(22)	716-02.03 PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	858
(20)(21)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	67
(20)(21)(23)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	566
(20)(21)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	32
(20)(21)	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.5
(20)(21)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2
(24)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	21
(20)(25)	716-12.02 ENHANCED FLATLINE THERMO PAVMT MRKNG (6IN LINE)	L.M.	21
	717-01 MOBILIZATION	LS	1
(26)	730-14.02 SAW SLOT	L.F.	1537
(26)	730-14.03 LOOP WIRE	L.F.	3574

THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.

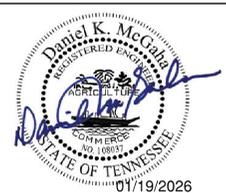
### FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET 2C, PAVEMENT MARKINGS, FINAL PAVEMENT MARKING NOTE 6.
- (3) INCLUDES 635 TONS FOR PARTIAL DEPTH REPAIRS AS DIRECTED BY THE ENGINEER. SEE SHEET 2F FOR PARTIAL DEPTH REPAIR TABULATION.
- (4) INCLUDES 140 TONS FOR SPOT LEVELING AS DIRECTED BY ENGINEER.
- (5) INCLUDES 6 TONS FOR DRIVEWAYS, CITY ROADS, BUSINESS ENTRANCES, CROSS OVERS, & CROSS OVER TURN LANES. INCLUDES 3 TONS FOR PARTIAL DEPTH REPAIRS.
- (6) USE CRAFTCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO. TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
- (7) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN UNIFORM COAT. PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR OTHER MATERIAL. TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS THE SEALANT JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE.
- (8) INCLUDES 889 TONS FOR DRIVEWAYS, CITY ROADS, BUSINESS ENTRANCES, CROSS OVERS, & CROSS OVER TURN LANES.
- (9) INCLUDES 880 TONS FOR DRIVEWAYS, CITY ROADS, BUSINESS ENTRANCES, CROSS OVERS, & CROSS OVER TURN LANES. INCLUDES 590 TONS FOR PARTIAL DEPTH REPAIR AREAS.
- (10) INCLUDES ALL LABOR, MATERIALS, SAW CUTTINGS AND ALL OTHER ITEMS NECESSARY FOR THE INSTALLATION OF THE SLOT DRAIN, INCLUDING THE SLOT DRAIN COVER PLATE, LOCATED AT L.M. 3.35 RT., IN ACCORDANCE WITH THE APPLICABLE SLOT DRAIN DETAIL AND AS DIRECTED BY THE ENGINEER.
- (11) SEE SHEET 2F FOR PROPOSED STORM DRAIN ADJUSTMENTS (RESURFACING) TABULATION.
- (12) SEE SHEET 2F FOR CURB RAMP TABULATION. THE CONTRACTOR SHALL COMPLETE ALL CURB RAMP WORK PRIOR TO COMMENCING PAVING OPERATIONS.
- (13) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (14) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION). SEE TRAFFIC CONTROL SIGN TABULATION (RESURFACING), SHEET 2F.
- (15) INCLUDES 78 L.F. OF YELLOW SHEETING, AND 36 L.F. OF WHITE SHEETING.
- (16) THIS ITEM WILL INCLUDE INSTALLING 1 RAILROAD CROSS-BUCK SIGNS (R15-1) AND SUPPORT, 1 YIELD SIGN (R1-2) AND THE FURNISHING AND INSTALLING OF THE SIGNS, SUPPORT AND HARDWARE. SEE DETAIL SHEET - RAILROAD RECOMMENDATIONS 2G2 - 2G7 FOR SPECIFIC LOCATIONS.
- (17) THIS ITEM WILL INCLUDE INSTALLING GRADE CROSSING ADVANCE WARNING SIGN (W10-1), AND THE FURNISHING AND INSTALLING OF THE SIGN, SUPPORT AND HARDWARE. SEE DETAIL SHEET - RAILROAD RECOMMENDATIONS 2G2 - 2G7 FOR SPECIFIC LOCATIONS.
- (18) SEE DETAIL SHEET - RAILROAD RECOMMENDATIONS 2G2 - 2G7 FOR SPECIFIC SIGN RELOCATIONS. INCLUDES THE SIGN, SUPPORT, FOOTING AND ANY ADDITIONAL MATERIALS REQUIRED FOR SIGN INSTALLATION COMPLETE IN PLACE.
- (19) ITEM TO INCLUDE REINSTALLATION OF ENS (I13-1) SIGNS. SEE DETAIL SHEET - RAILROAD RECOMMENDATIONS 2G2 - 2G3 FOR SPECIFIC LOCATIONS.
- (20) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
- (21) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (22) TO BE INSTALLED AT THE FOLLOWING INTERSECTIONS ALONG SR-55: S. WASHINGTON ST., S. ANDERSON ST., CORNISH ST., & DIVISION ST.
- (23) ALL STOP BARS ON SIDE STREETS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.
- (24) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
- (25) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
- (26) FOR USE AT THE INTERSECTION OF SR-55 & S ANDERSON ST.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2

REV. 01-19-26 : REVISED FOOTNOTE 10.

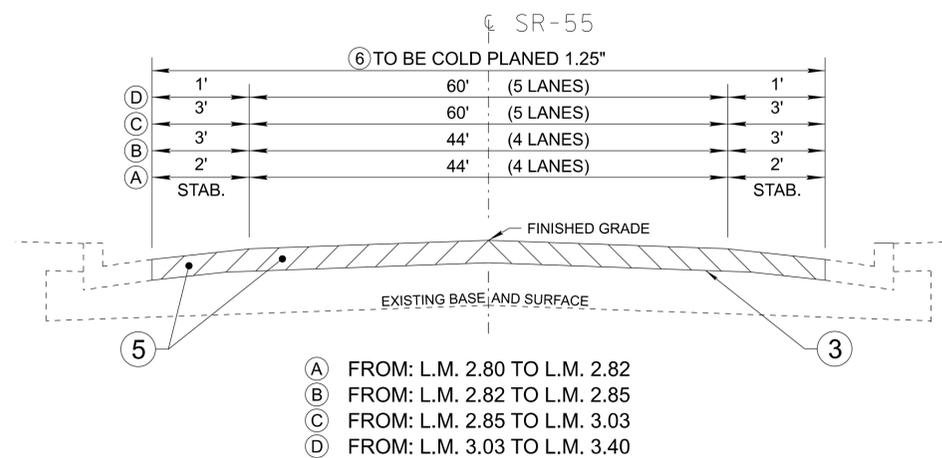
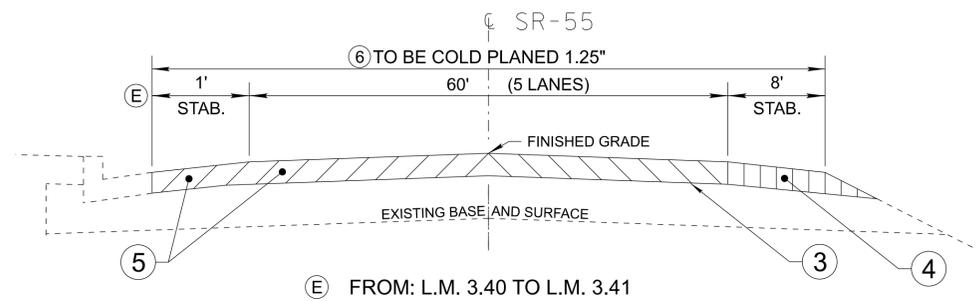
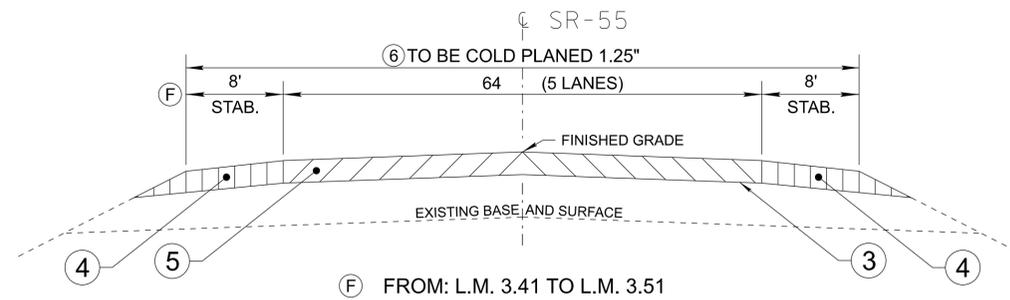
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
ROADWAY  
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2B



SEE SHEET 2B1 FOR PAVEMENT SCHEDULE

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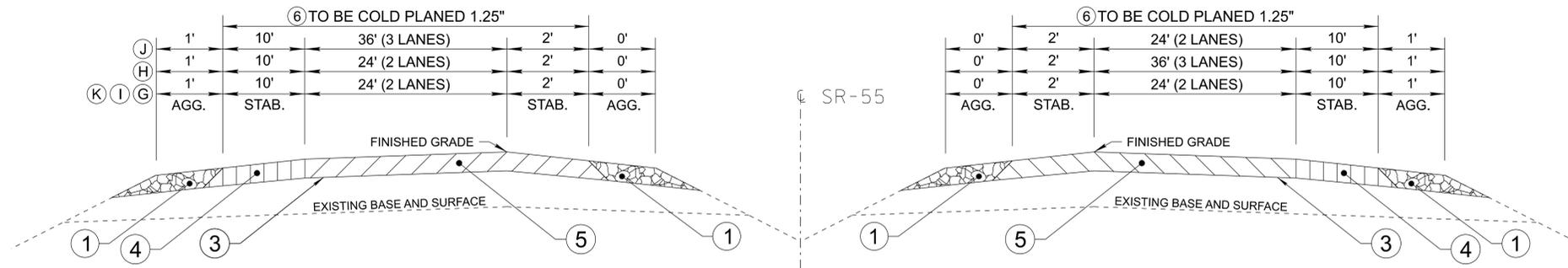


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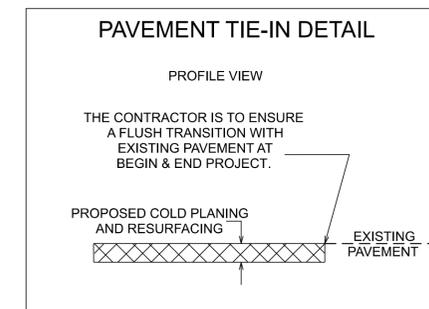
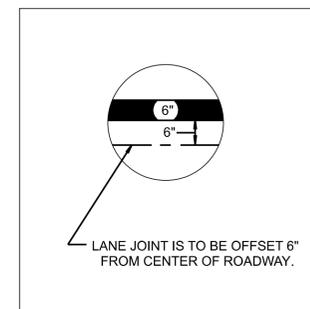
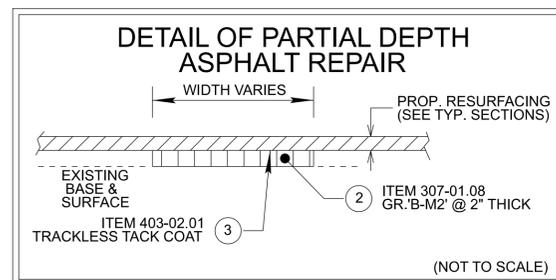
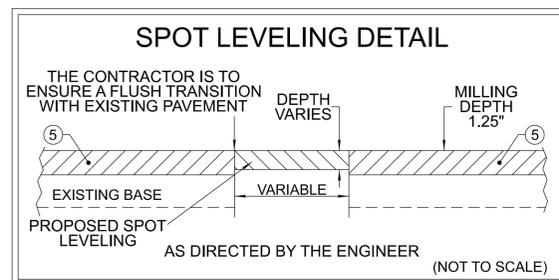
STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

TYPICAL  
 SECTIONS AND  
 PAVEMENT  
 SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2B1



- Ⓔ FROM: L.M. 3.51 TO L.M. 4.52
- Ⓕ FROM: L.M. 4.52 TO L.M. 4.58
- Ⓖ FROM: L.M. 4.58 TO L.M. 6.14
- Ⓙ FROM: L.M. 6.14 TO L.M. 6.21
- Ⓚ FROM: L.M. 6.21 TO L.M. 7.35



LONGITUDINAL JOINT SEALANT (ITEM 411-01.21) SHALL BE USED ON LANE JOINTS.

PROPOSED PAVEMENT SCHEDULE	
①	<b>MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS</b> ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
②	<b>BITUMINOUS COURSE (BINDER) @ 2.00"± THICK (APPROX. 226.0 LBS./S.Y.)</b> ITEM 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2" (TO BE USED FOR BREAKOUT ONLY)
③	<b>TRACKLESS TACK COAT</b> ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
④	<b>ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)</b> ITEM 411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER
⑤	<b>ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)</b> ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"
⑥	<b>COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)</b> ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

**SEALED BY**

**NOT TO SCALE**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2C

# GENERAL NOTES

## GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

## MISCELLANEOUS

- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

## PAVEMENT MARKINGS

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

### FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
  - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.
  - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.
  - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
  - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

## SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

## PAVEMENT

### PAVING

- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

## RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

## SIGNING

- (2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.
- (4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL OPERATIONS OFFICE.
- (8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

## SIGNALIZATION

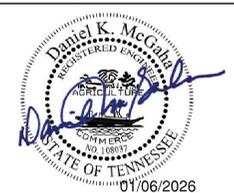
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL  
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2D

# SPECIAL NOTES

## TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE TDOT PROJECT ENGINEER. ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (2) EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT ENGINEER. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- (3) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- (4) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED, OR TURNED TO FACE AWAY FROM THE TRAFFIC.
- (5) THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION
- (6) A MINIMUM OF TWO (2) TYPE "C" ARROW BOARDS WILL BE REQUIRED. IF THE CONTRACTOR SCHEDULES HIS OPERATIONS SUCH THAT MORE THAN TWO (2) ARROW BOARDS ARE REQUIRED, THE COST OF ALL ADDITIONAL ARROW BOARDS WILL BE AT THE CONTRACTOR'S EXPENSE.
- (7) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.
- (8) MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- (9) PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- (10) INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATED TO REFLECT CURRENT CONSTRUCTION CONDITIONS ACTIVITIES AT ALL TIMES.

## LANE CLOSURES

- (1) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE DAY'S PAVING OPERATION.
- (2) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (4) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:
  - A. OFFICIAL STATE HOLIDAYS.
  - B. FRIDAY AT 6:00 AM UNTIL TUESDAY AT 7:00 PM. IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
  - C. THURSDAY AT 6:00 AM UNTIL TUESDAY AT 7:00 PM. IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
  - D. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT ENGINEER.

## PAVING

- (1) INTELLIGENT COMPACTION SHALL BE USED.
- (2) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

## COLD PLANING

- (1) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 96 HOURS.

- (2) PROVIDED THAT THE CONTRACTOR USES A COLD PLANING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES.) THEN THE CONTRACTOR MAY REQUEST PERMISSION FROM THE REGION 2 PROJECT ENGINEER TO MILL ALL SURFACES BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (3) IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
- (4) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "BM2" MIX PRIOR TO PLACING PROPOSED OVERLAY.
- (5) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "BM2" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "BM2" MIX MATERIAL.

## PAVEMENT

- (3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (5) THE INSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.

## MULTIMODAL

- (1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

## STORM DRAIN STRUCTURES

- (1) TAPER AROUND ALL CATCH BASINS, AREA DRAINS, AND MANHOLES AS DIRECTED BY THE ENGINEER.

## PAVEMENT MARKING

- (1) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.01.
- (2) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02.

## SIGNS

- (1) IF THE CONTRACTOR ELECTS TO UTILIZE SIGNPOST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

## MISCELLANEOUS

- (4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

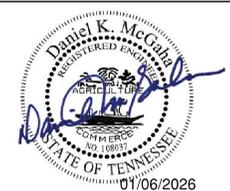
## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.

## JOINT SEALANTS

- (1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.
- (3) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEEPED OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.
- (4) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

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STATE OF TENNESSEE  
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SPECIAL  
NOTES

# SPECIAL NOTES (CONT.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2D1

## CFWR SAFETY NOTES:

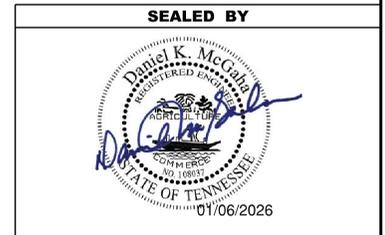
- (1) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A CFWR, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (2) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CFWR FLAGMAN.
- (3) ALL ACTIVITIES WITHIN 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK ARE CONSIDERED FOULING THE TRACK. DURING CONSTRUCTION, CLEAR THE FOUL AREA BY REMOVING ALL PERSONNEL AND EQUIPMENT A MINIMUM OF 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK DURING TRAIN OPERATIONS. NOTICE FOR CLEARING THE FOULED AREA DURING TRAIN OPERATIONS WILL BE GIVEN BY AN ONSITE RAILROAD PROTECTION FLAGMAN. CLEAR THE FOUL AREA AND REMAIN CLEAR OF THE FOULED AREA UNTIL ALLOWED TO RETURN AS INSTRUCTED BY THE FLAGMAN. THIS REQUIREMENT TO CLEAR AND REMAIN CLEAR OF THE FOULED AREA MAY OCCUR AT ANY TIME DURING THE CONSTRUCTION.
- (4) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY
- (5) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (6) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (7) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (8) THE CONTRACTOR MAY NOT USE CFWR RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CFWR.
- (9) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CFWR'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS
- (10) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CFWR RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (11) ANY VIOLATION OF ANY CFWR RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (12) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (13) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (14) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.

- (15) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
- (16) ALL SOILS EXCAVATED WITHIN CFWR'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CFWR'S RIGHT-OF-WAY. TESTING OF SOILS ON CFWR ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CFWR AUTHORIZATION. ANY SOILS EXCAVATED ON CFWR ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CFWR ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CFWR ROW, THE CFWR ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CFWR MUST FOLLOW CFWR PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.
- (17) CONFORM TO CFWR GUIDELINES FOR TEMPORARY SHORING.
- (18) THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CFWR REPRESENTATIVE:  
  
IRON HOUSE RESOURCES, 1575 N Green Mt Rd #300, O'Fallon, IL 62269  
ATTN: MR. Ryan Brown  
PHONE: 615-791-0630  
EMAIL: Ryan@CaneyForkWestern.com

## AFBX SAFETY NOTES:

- (19) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A AFBX, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (20) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR AFBX FLAGMAN.
- (21) ALL ACTIVITIES WITHIN 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK ARE CONSIDERED FOULING THE TRACK. DURING CONSTRUCTION, CLEAR THE FOUL AREA BY REMOVING ALL PERSONNEL AND EQUIPMENT A MINIMUM OF 25 FEET FROM THE CENTERLINE OF THE NEAREST TRACK DURING TRAIN OPERATIONS. NOTICE FOR CLEARING THE FOULED AREA DURING TRAIN OPERATIONS WILL BE GIVEN BY AN ONSITE RAILROAD PROTECTION FLAGMAN. CLEAR THE FOUL AREA AND REMAIN CLEAR OF THE FOULED AREA UNTIL ALLOWED TO RETURN AS INSTRUCTED BY THE FLAGMAN. THIS REQUIREMENT TO CLEAR AND REMAIN CLEAR OF THE FOULED AREA MAY OCCUR AT ANY TIME DURING THE CONSTRUCTION.
- (22) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY
- (23) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (24) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (25) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.

- (26) THE CONTRACTOR MAY NOT USE AFBX RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM AFBX.
- (27) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT AFBX'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS
- (28) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN AFBX RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (29) ANY VIOLATION OF ANY AFBX RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (30) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (31) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (32) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (33) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
- (34) ALL SOILS EXCAVATED WITHIN AFBX'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON AFBX'S RIGHT-OF-WAY. TESTING OF SOILS ON AFBX ROW IS PROHIBITED WITHOUT PRIOR WRITTEN AFBX AUTHORIZATION. ANY SOILS EXCAVATED ON AFBX ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG AFBX ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM AFBX ROW, THE AFBX ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON AFBX MUST FOLLOW AFBX PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.
- (35) CONFORM TO AFBX GUIDELINES FOR TEMPORARY SHORING.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SPECIAL  
NOTES

# ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2E

## ENVIRONMENTAL GENERAL NOTES

### NATURAL RESOURCES

- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

### SPECIES

- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).
- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

### PERMITS, PLANS & RECORDS

- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ENGINEERING PRODUCTION SUPPORT DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

## ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL

- (1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL FIELD REVIEW MEETINGS.

### SCOPE OF WORK

- (6) THIS PROJECT INCLUDES MILLING, 411D, INTELLIGENT COMPACTION, PAVEMENT MARKINGS, CURB RAMPS, TRAFFIC CONTROL, AND BROOMING AND DEGRASSING SHOULDERS.

## EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### DISTURBED AREA

- (1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

### SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

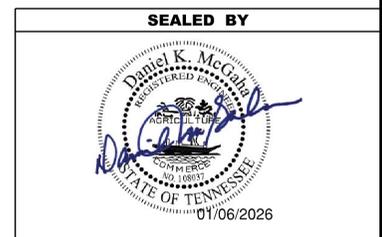
### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

### SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL  
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)						
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
G20-1	ROAD WORK NEXT 5 MILES	48"	x 24"	8	2	16
G20-2	END ROAD WORK	48"	x 24"	8	26	208
W8-11	UNEVEN LANES	48"	x 48"	16	24	384
W8-15	GROOVED PAVEMENT	48"	x 48"	16	24	384
W8-15P	MOTORCYCLE PLAQUE	30"	x 24"	5	24	120
W20-1	ROAD WORK 1/2 MILE	48"	x 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48"	x 48"	16	2	32
W20-1	ROAD WORK 500 FT	48"	x 48"	16	2	32
W20-1	ROAD WORK AHEAD	48"	x 48"	16	24	384
W4-2R	RIGHT LANE ENDS	48"	x 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1000 FT	48"	x 48"	16	2	32
R3-7L	LEFT LANE MUST TURN LEFT	48"	x 48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48"	x 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1000 FT	48"	x 48"	16	2	32
R9-9	SIDEWALK CLOSED	24"	x 12"	2	2	4
R9-10	SIDEWALK CLOSED USE OTHER SIDE	24"	x 12"	2	2	4
R9-11	SIDEWALK CLOSED AHEAD CROSS HERE	24"	x 18"	3	3	9
<b>TOTAL</b>					<b>1769</b>	

THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

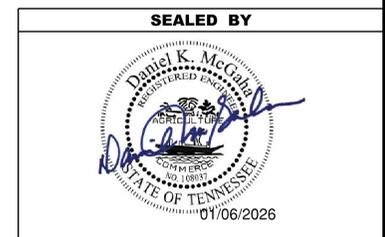
UTILITY ADJUSTMENTS (RESURFACING)		
TYPE	OWNER	NUMBER
SEWER MANHOLE	TULLAHOMA UTILITIES AUTHORITY	2
WATER VALVE	TULLAHOMA UTILITIES AUTHORITY	2

STORM DRAIN ADJUSTMENTS (RESURFACING)	
CATCH BASINS	MANHOLES
11	0
<b>TOTALS</b>	
11	0

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
16SR0550005	5.03R	BRANCH	37.7'	PAVE WITH PLANS MIX/TREATMENT TYPE
16SR0550005	5.03L	BRANCH	37.7'	PAVE WITH PLANS MIX/TREATMENT TYPE

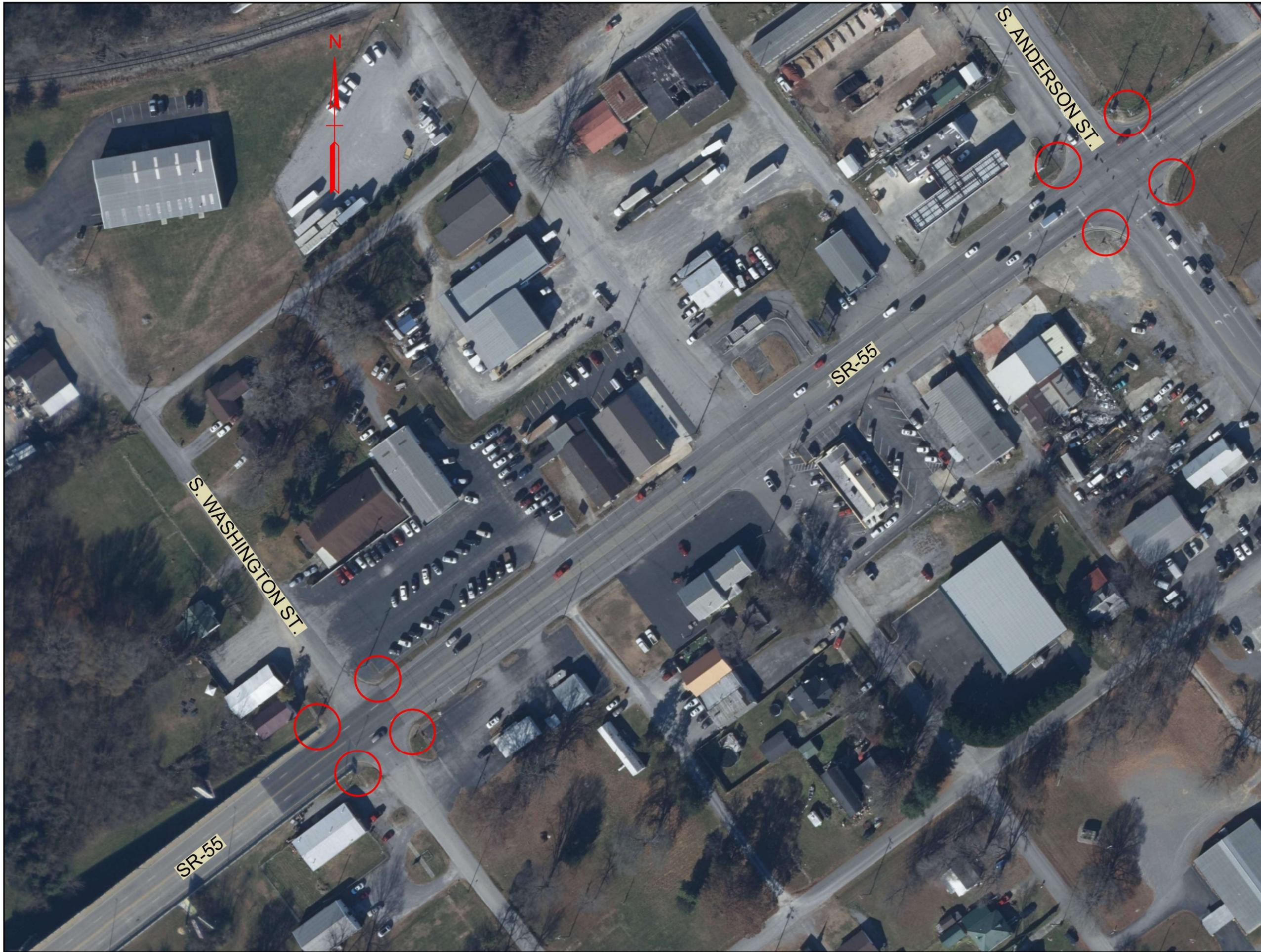
PARTIAL DEPTH REPAIR TABULATION					
LOCATION	LENGTH	WIDTH	DEPTH	REPLACEMENT MIX	COMMENTS
L.M. 3.34 - L.M. 3.42	422'	30'	2"	BM2	MITCHELL BLVD. INTERSECTION, RIGHT
L.M. 3.46 - L.M. 3.51	264'	24'	2"	BM2	NEAR RR TRACK IN FRONT OF FORD, RIGHT
L.M. 3.71 - L.M. 3.92	1108'	12'	2"	BM2	IN FRONT OF TDOT, RIGHT
L.M. 4.25 - L.M. 4.32	370'	12'	2"	BM2	INDUSTRIAL BLVD. RIGHT
L.M. 5.77 - L.M. 5.84	370'	12'	2"	BM2	RIGHT
L.M. 6.03 - L.M. 6.10	370'	12'	2"	BM2	RIGHT
L.M. 6.14	30'	15'	2"	BM2	LEFT - RECYCLE ROAD
L.M. 3.45 - L.M. 3.46	60'	12'	2"	BM2	BEFORE YOU GET TO RR
L.M. 6.86 - L.M. 6.92	316'	12'	2"	BM2	LEFT

CURB RAMP TABULATION												
ROADWAY		LOCATION				QUADRANT	SIGNALIZED YES / NO	STANDARD DRAWING NO.	CURB RAMP (RETROFIT) ITEM NO. 701-02.01 S.F.	REMARKS		
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	MEDIAN	RIGHT							
SR-55	S WASHINGTON ST.	2.83	X			X	NO	CR-40/CR-41	280.0			
SR-55	S WASHINGTON ST.	2.83				X	NO	CR-40/CR-41	162.0			
SR-55	S WASHINGTON ST.	2.83	X			X	NO	CR-40/CR-41	260.0			
SR-55	S WASHINGTON ST.	2.83				X	NO	CR-40/CR-41	135.0			
SR-55	S ANDERSON ST.	3.03	X			X	YES	CR-30/CR-32	264.0			
SR-55	S ANDERSON ST.	3.03				X	YES	CR-30/CR-32	192.0			
SR-55	S ANDERSON ST.	3.03	X			X	YES	CR-30/CR-32	200.0			
SR-55	S ANDERSON ST.	3.03				X	YES	CR-30/CR-32	120.0			
SR-55	CORNISH ST.	3.126	X			X	NO	CR-40	144.0			
SR-55	CORNISH ST.	3.126				X	NO	CR-40/CR-41	144.0			
SR-55	CORNISH ST.	3.126	X			X	NO	CR-41	168.0			
SR-55	CORNISH ST.	3.126				X	NO	CR-41	144.0			
SR-55	DIVISION ST.	3.229				X	NO	CR-10	144.0			
SR-55	DIVISION ST.	3.229				X	NO	CR-10	144.0			
SR-55	MITCHELL BLVD	3.380				X	NO	CR-40	144.0			
<b>TOTAL</b>								<b>2645</b>				



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TABULATED  
QUANTITIES



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G

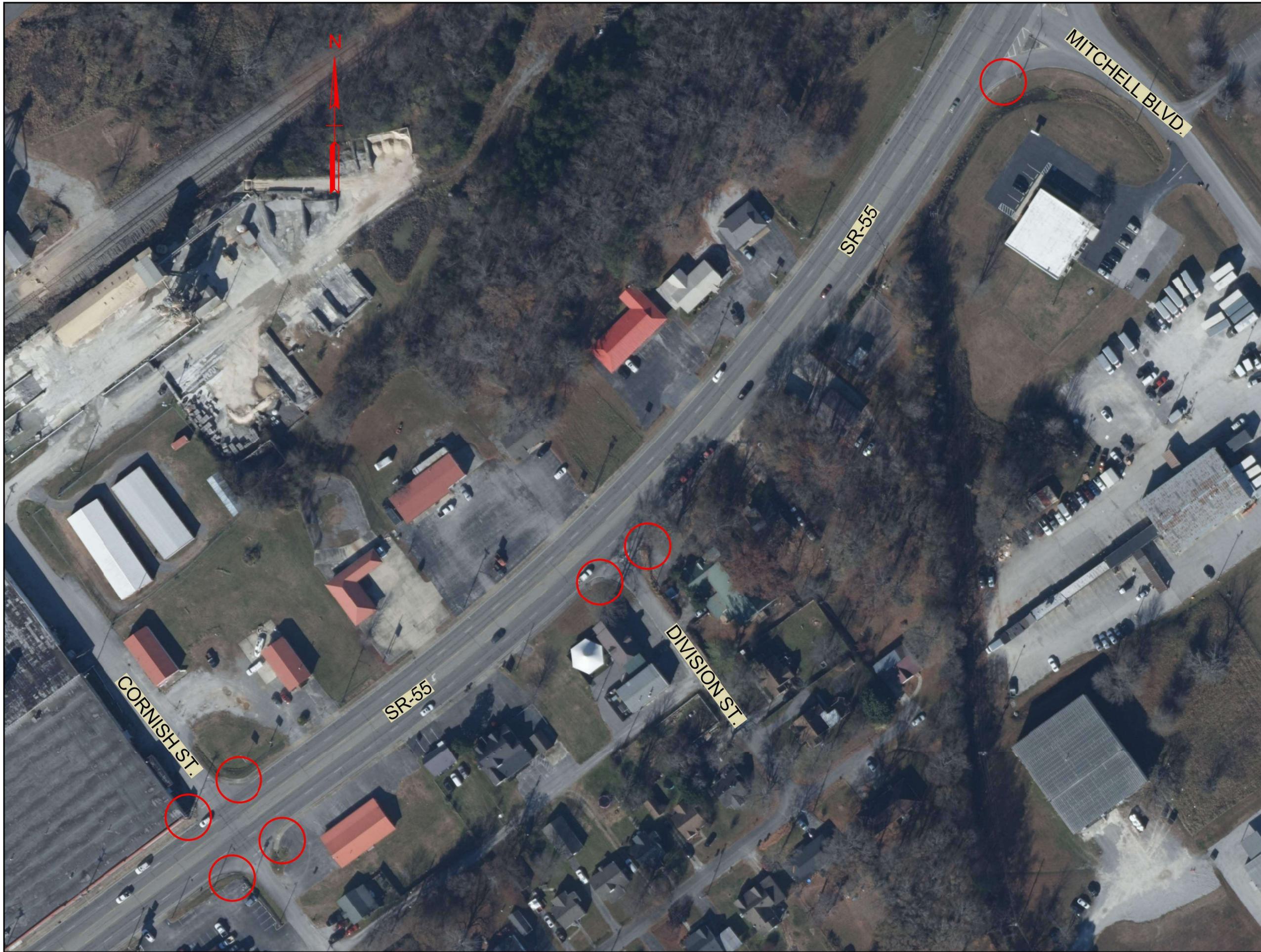
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET  
CURB RAMP LOCATIONS

NOT TO SCALE  
SHEET 1 OF 2



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G1

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DEPARTMENT OF TRANSPORTATION

DETAIL SHEET  
CURB RAMP LOCATIONS

NOT TO SCALE  
SHEET 2 OF 2

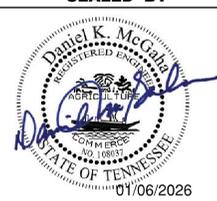
**#349572U E CARROLL ST (SR055), LM 3.450, IN TULLAHOMA, LAT 35.364047, LONG -86.194950**

1. Remove the existing passive Crossbuck signs and signposts on both approaches at the crossing on E Carroll St (SR055). Install new signs and posts located no closer than 15 feet to the nearest rail. The new signs on each of the posts should include one (1) Tracks Out of Service (R8-9) and reinstall the existing Emergency Notification System sign (I-13) in accordance with MUTCD Sections 8B.08; Table 8B-1; and Figures 8B-1, and 8B-5. Install a 2-inch-wide white retroreflective strip on the front and back of each signpost in accordance with MUTCD Section 2A.21.
2. Remove one (1) Highway-Rail Grade Crossing Advance Warning sign (W10-1) on northeast bound E Carroll St (SR055) located approximately 200 feet in advance of the nearest rail.
3. Remove one (1) Highway-Rail Grade Crossing Advance Warning sign (W10-1) on southwest bound E Carroll St (SR055) located approximately 575 feet in advance of the nearest rail.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G2

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**SEALED BY**



Daniel K. McCallister  
REGISTERED ENGINEER  
AGRICULTURE  
COMMISSION EXPIRES  
01/06/2026  
STATE OF TENNESSEE

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET -  
RAILROAD  
RECOMMENDATIONS**

SHEET 1 OF 6

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G3



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**ARNOLD AIR FORCE BASE (AFBX)**  
**R/R AT GRADE CROSSING #349572U**  
**SR-55 @ L.M. 3.390**  
**AFBX M.P. 0JB 0000.78**

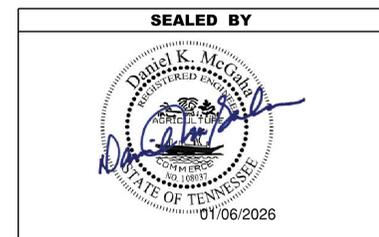
**SEALED BY**  
  
 Daniel K. McGee  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF TENNESSEE  
 01/06/2026

**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**  
  
 DETAIL SHEET -  
 RAILROAD  
 RECOMMENDATIONS  
  
 1" = 50'  
 SHEET 2 OF 6

**#349429J INMAN CROSSING DR (0A231), LM 0.093, NEAR TULLAHOMA, LAT 35.391670, LONG -86.150560**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G4

1. Remove the existing passive Crossbuck signs and signposts on both approaches at the crossing on Inman Crossing Dr (0A231) and install new signs and posts located no closer than 15 feet to the nearest rail. The new signs on each of the posts should include one (1) Crossbuck sign (R15-1), one (1) Yield sign (R1-2), and reinstall the existing Emergency Notification System sign (I-13) as specified by TDOT Standard Drawings T-RR-6 and T-S-16A and in accordance with MUTCD Sections 8B.03, 8B.04, and 8B.18; Table 8B-1; and Figures 8B-1, 8B-2, and 8B-5. Install a 2-inch-wide white retroreflective strip on the front and back of each signpost in accordance with MUTCD Section 2A.21.
2. Refresh the existing stop lines on both approaches at the crossing on Inman Crossing Dr (0A231) located adjacent to the new Crossbuck sign assemblies but no closer than 15 feet to the nearest rail as specified by TDOT Standard Drawing T-RR-6 and in accordance with MUTCD Section 8B.28 and Figure 8B-6.
3. Refresh the existing RxR (narrow) pavement marking on southeast bound Inman Crossing Dr (0A231) located approximately 125 feet in advance of the new stop line as specified by TDOT Standard Drawing T-RR-6 and in accordance with MUTCD Section 8B.28 and Figures 8B-6, 8C-2.
4. Remove one (1) Highway-Rail Grade Crossing Advance Warning sign (W10-1) on southeast bound Inman Crossing Dr (0A231) located approximately 125 feet in advance of the crossing. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on southeast bound Inman Crossing Dr (0A231) adjacent to the newly refreshed RxR pavement marking located approximately 125 feet in advance of the stop line at the crossing as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.
5. Remove one (1) Highway-Rail Grade Crossing Advance Warning sign (W10-2) on northeast bound E Carroll St (SR055) located approximately 450 feet in advance of the intersection with Inman Crossing Dr (0A231). Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-2) on northeast bound E Carroll St (SR055) located approximately 305 feet in advance of the intersection with Inman Crossing Dr (0A231) as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.
6. Remove one (1) Highway-Rail Grade Crossing Advance Warning sign (W10-2) on southwest bound E Carroll St (SR055) located approximately 350 feet in advance of the intersection with Inman Crossing Dr (0A231). Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-2) on southwest bound E Carroll St (SR055) located approximately 305 feet in advance of the intersection with Inman Crossing Dr (0A231) as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.
7. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-2) on northwest bound Hawkersmith Rd (0A231) located approximately 200 feet in advance of the intersection with E Carroll St (SR055) as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

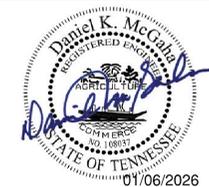
DETAIL SHEET -  
RAILROAD  
RECOMMENDATIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G5



CANEY FORK & WESTERN RAILROAD (CFWR)  
 R/R AT GRADE CROSSING #349429J  
 INMANN CROSSING DR. @ L.M. 0.093  
 CFWR M.P. JB 0004.20

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 DEPARTMENT OF TRANSPORTATION

DETAIL SHEET -  
 RAILROAD  
 RECOMMENDATIONS

1" = 50'  
 SHEET 4 OF 6

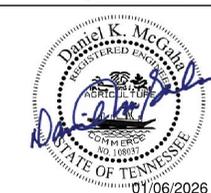
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**#349430D H.P. WOMACK RD (0A228), LM 0.028, NEAR TULLAHOMA, LAT 35.395620, LONG -86.144000**

1. Remove the existing passive Crossbuck signs and signposts on both approaches at the crossing on H.P. Womack Rd (0A228) and install new signs and posts located no closer than 15 feet to the nearest rail. The new signs on each of the posts should include one (1) Crossbuck sign (R15-1), one (1) Yield sign (R1-2), and reinstall the existing Emergency Notification System sign (I-13) as specified by TDOT Standard Drawings T-RR-6 and T-S-16A and in accordance with MUTCD Sections 8B.03, 8B.04, and 8B.18; Table 8B-1; and Figures 8B-1, 8B-2, and 8B-5. Install a 2-inch-wide white retroreflective strip on the front and back of each signpost in accordance with MUTCD Section 2A.21.
2. Refresh the existing stop lines on both approaches at the crossing on H.P. Womack Rd (0A228) located adjacent to the new Crossbuck sign assemblies but no closer than 15 feet to the nearest rail as specified by TDOT Standard Drawing T-RR-6 and in accordance with MUTCD Section 8B.28 and Figure 8B-6.
3. Refresh the existing RxR (narrow) pavement marking on southeast bound H.P. Womack Rd (0A228) located approximately 125 feet in advance of the new stop line as specified by TDOT Standard Drawing T-RR-6 and in accordance with MUTCD Section 8B.28 and Figures 8B-6, 8C-2.
4. Remove one (1) Highway-Rail Grade Crossing Advance Warning sign (W10-1) on southeast bound H.P. Womack Rd (0A228) located approximately 125 feet in advance of the crossing. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on southeast bound H.P. Womack Dr (0A228) adjacent to the newly refreshed RxR pavement marking located approximately 125 feet in advance of the stop line at the crossing as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.
5. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-3) on northeast bound E Carroll St (SR055) located approximately 305 feet in advance of the intersection with H.P. Womack RD (0A228) as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.
6. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-3) on southwest bound E Carroll St (SR055) located approximately 305 feet in advance of the intersection with H.P. Womack Dr (0A228) as specified by TDOT Standard Drawings T-RR-6 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables 2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch-wide yellow retroreflective strip on the front of the signpost in accordance with MUTCD Section 2A.21.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	266

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DEPARTMENT OF TRANSPORTATION

DETAIL SHEET -  
RAILROAD  
RECOMMENDATIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	2G7



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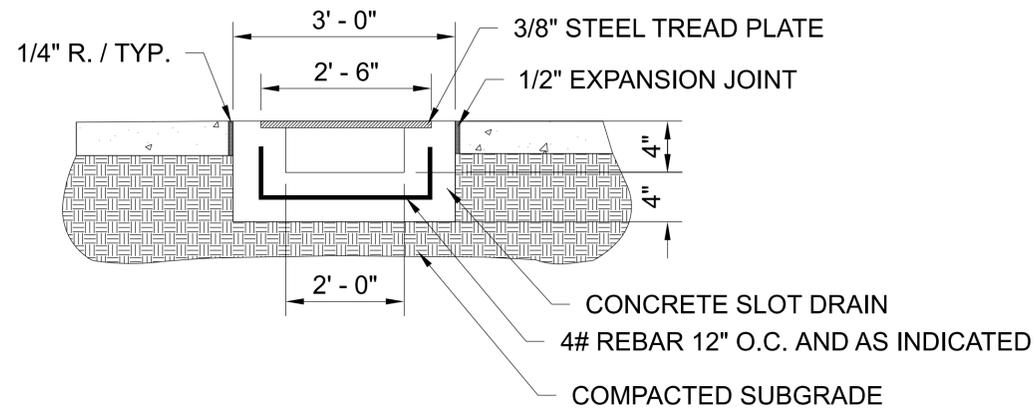
**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET -  
RAILROAD  
RECOMMENDATIONS**

1" = 50'  
SHEET 6 OF 6

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	268

REV. 01-19-2026 : ADDED SHEET.



**NOTES:**

1. CONCRETE TO BE 3,000 PSI, 2" - 4" SLUMP, 4% - 6% AIR ENTRAINED WITH #57 LIMESTONE AGGREGATE.
2. CONCRETE SLOT DRAIN SHALL PROVIDE POSITIVE DRAINAGE WITH MINIMUM SLOPE OF 1.0% ALONG NATURAL DRAINAGE PATH. END/OUTLET OF SLOT DRAIN SHALL BE FLUSH WITH ADJACENT GRADE.
3. CONCRETE SHALL HAVE HAND RUBBED FINISH.
4. TREAD PLATE SHALL HAVE TIGHT FIT AND BE FLUSH WITH ADJACENT CONCRETE.
5. TREAD PLATE SHALL BE ONE SLIP RESISTANT PIECE WITH BLACK POWDER COAT FINISH.

**LOCATIONS (L x W)**

(SR-55)  
L.M.: 3.35 R (5' X 2')

**SLOT DRAIN**

N.T.S.

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DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	3

**UTILITY NOTES**

- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

**UTILITY OWNERS**

**CATV/FIBER:**

**CHARTER COMMUNICATIONS**  
 851 S. WILLOW AVENUE, SUITE 206  
 COOKEVILLE TN 38501  
 CONTACT: MORGAN WILCHER  
 OFFICE PHONE: 931 680 5845  
 Email: Morgan.Wilcher@charter.com

**ELECTRIC:**

**DUCK RIVER ELECTRIC MEMBERSHIP CORP.**  
 PO BOX 89  
 SHELBYVILLE TN 37160  
 CONTACT: CHRIS WADE  
 OFFICE PHONE: 931 680 5845  
 Email: cwade@dremc.com

**FIBER OPTICS:**

**AT&T**  
 360 GEES MILL BUSINESS PARKWAY  
 CONYERS GA 30013  
 CONTACT: TRINA IVEY  
 OFFICE PHONE: 678 641 5522  
 Email: ki2863@att.com

**FIBER OPTICS:**

**DUCK RIVER ELECTRIC MEMBERSHIP CORP.**  
 PO BOX 89  
 SHELBYVILLE TN 37160  
 CONTACT: CHRIS WADE  
 OFFICE PHONE: 931 680 5845  
 Email: cwade@dremc.com

**FIBER OPTICS:**

**VOLFIRST**  
 PO BOX 670  
 MCMINNVILLE TN 37111  
 CONTACT: RICHARD BOYD  
 OFFICE PHONE: 931 668 6692  
 Email: richardboyd@benlomand.org

**GAS:**

**ELK RIVER PUBLIC UTILITY DISTRICT**  
 PO BOX 970  
 TULLAHOMA TN 37388  
 CONTACT: LEVOID BALTIMORE  
 OFFICE PHONE: 931 455 9311  
 Email: lbaltimore@erpud.com

**SEWER:**

**CITY OF MANCHESTER**  
 200 WEST FORT STREET  
 MANCHESTER TN 37355  
 CONTACT: DANA DOUGLAS  
 OFFICE PHONE: 931 728 7171  
 Email: ddouglas@cityofmanchestertn.gov

**SEWER:**

**TULLAHOMA UTILITIES AUTHORITY**  
 PO BOX 788  
 TULLAHOMA TN 37388  
 CONTACT: DALE WILLIS  
 OFFICE PHONE: 931 455 4515  
 Email: dwillis@tullahomautilities.com

**TELEPHONE:**

**BELLSOUTH DBA AT&T**  
 116 SOUTH CANNON AVENUE  
 MURFREESBORO TN 37129  
 CONTACT: KENNETH LEE KORNEGAY  
 OFFICE PHONE: 615 848 2082  
 Email: kk4096@at.com

**TELEPHONE:**

**BEN LOMAND CONNECT**  
 PO BOX 670  
 MCMINNVILLE TN 37111  
 CONTACT: RICHARD BOYD  
 OFFICE PHONE: 931 668 6692  
 Email: richardboyd@benlomand.org

**WATER:**

**HILLSVILLE UTILITY DISTRICT**  
 117 NORTH IRWIN STREET  
 MANCHESTER TN 37355  
 CONTACT: DUSTIN GALLAGHER  
 OFFICE PHONE: 931 728 1242  
 Email: hillsud@yahoo.com

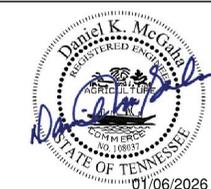
**WATER:**

**CITY OF MANCHESTER**  
 200 WEST FORT STREET  
 MANCHESTER TN 37355  
 CONTACT: DANA DOUGLAS  
 OFFICE PHONE: 931 728 4652  
 Email: ddouglas@cityofmanchestertn.gov

**WATER:**

**TULLAHOMA UTILITIES AUTHORITY**  
 PO BOX 788  
 TULLAHOMA TN 37388  
 CONTACT: DALE WILLIS  
 OFFICE PHONE: 931 455 4515  
 Email: dwillis@tullahomautilities.com

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 DEPARTMENT OF TRANSPORTATION**

**UTILITY NOTES  
 AND  
 UTILITY OWNERS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	16S055-S8-007	4



ARNOLD AIR FORCE BASE (AFBX)  
 R/R AT-GRADE CROSSING #349572U  
 LAT 35.364047 LONG -86.19495  
 MP 0.78 L.M. 3.45

AEDC LICENSE FOR INSTALLATION UPON RIGHT-OF-WAY

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RAILROAD AERIAL SCALE: 1" = 50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	16S055-S8-007	6



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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
RAILROAD AERIAL
SCALE: 1" = 50'

# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	16S055-S8-007	T1

## A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
  - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

## 3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

## 4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

## B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
  - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

## C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL